

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

April 5, 1976

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108



RECEIVED
King County

APR 7 1976

International
Airport

Mr. Donald W. Smith
Airport Manager, Boeing Field/
King County International
P. O. Box 80245
Seattle, Washington 98108

Dear Mr. Smith:

Reference is made to your letter of March 11, 1976, regarding improvements to the existing fire training pit at the north end of the airport and the easement for the underlying land.

We interpose no objection to the proposed easement except that we recommend the inclusion of a provision that any use of the fire pit be coordinated in advance with your office and the Federal Aviation Administration Control Tower, and that such activities not interfere with flight operations at the airport.

As to the actual design, we recommend that the approximate 45° angle on the outside of the dike surrounding the pit be reduced so as to not have such an abrupt transition from the surrounding terrain. The transition as presently proposed could create a hazard to aircraft should it inadvertently get into that area.

You should receive a copy of the approved FAA Form 7460-1, Notice of Proposed Construction or Alteration, within a few days.

Sincerely,

Bob A. Smith
BOB A. SMITH
Chief, Airports Programs
Administration Branch, ANW-660

ROUTE
DS *208*
JT
Handle →
File
eefall.

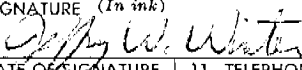
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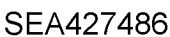
SEA427483

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		FOR FAA USE ONLY AERONAUTICAL STUDY NO. 76-NV-68-02													
NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION															
1. NATURE OF STRUCTURE (Complete both A and B below)		FAA will either return this form or issue a separate acknowledgement.													
A. (Check one) <input type="checkbox"/> NEW CONSTRUCTION <input checked="" type="checkbox"/> ALTERATION		A. The proposed structure: <input type="checkbox"/> Does not require a notice to FAA. <input checked="" type="checkbox"/> Would not exceed any obstruction standard of Part 77 and would not be a hazard to air navigation. <input type="checkbox"/> Should be obstruction marked <input type="checkbox"/> lighted per FAA Advisory Circular 70/7460-1, Chapter(s) _____ <input checked="" type="checkbox"/> Obstruction marking and lighting are not necessary. <input type="checkbox"/> Requires supplemental notice. Use FAA form enclosed.													
B. (Check one) (State length of time) _____ Mos. <input checked="" type="checkbox"/> PERMANENT <input type="checkbox"/> TEMPORARY		B. FCC was <input type="checkbox"/> was not <input checked="" type="checkbox"/> advised.													
2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC. PROPOSING THE CONSTRUCTION OR ALTERATION (Number, Street, City, State and Zip Code)		REMARKS:													
TO KING COUNTY INTERNATIONAL AIRPORT P.O. Box 80245 Seattle, Washington 98108 ATTN: Jeffrey W. Winter Airport Engineer		ISSUING OFFICE: NW RGN REVIEWING OFFICER: M. O. Suon DATE: 7-2-76													
3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE															
Fire Training Pit - 50' x 100' Concrete lined with gravel wearing surface. (Reconstruction of existing pit)															
4. LOCATION OF STRUCTURE															
A. COORDINATES (To nearest second)		B. NEAREST CITY OR TOWN, AND STATE													
LATITUDE LONGITUDE		Seattle, Washington													
47 32 34 122 18 48		(1) DISTANCE FROM 4B 5 MILES (2) DIRECTION FROM 4B SSE													
C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE KING COUNTY INTERNATIONAL AIRPORT		(1) DISTANCE FROM NEAREST POINT OF NEAREST RUNWAY 1050' (2) DIRECTION FROM AIRPORT --													
D. DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)															
375' - 350' West of Runway 13R/31L Centerline at nearest point and 1000' North of Runway 13R end.															
5. HEIGHT AND ELEVATION (Complete A, B and C to the nearest foot)		6. WORK SCHEDULE DATES													
A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL		A. WILL START 4-1-76													
B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (if any) ABOVE GROUND, OR WATER IF SO SITUATED		B. WILL COMPLETE 6-1-76													
C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL (A+B)															
7. OBSTRUCTION MARKED AND/OR LIGHTED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>A. MARKED</td> <td>YES</td> <td>NO</td> </tr> <tr> <td>B. AVIATION RED OBSTRUCTION LIGHTS</td> <td></td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>C. HIGH INTENSITY WHITE OBSTRUCTION LIGHTS</td> <td></td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>D. DUAL LIGHTING SYSTEM</td> <td></td> <td><input checked="" type="checkbox"/></td> </tr> </table>		A. MARKED	YES	NO	B. AVIATION RED OBSTRUCTION LIGHTS		<input checked="" type="checkbox"/>	C. HIGH INTENSITY WHITE OBSTRUCTION LIGHTS		<input checked="" type="checkbox"/>	D. DUAL LIGHTING SYSTEM		<input checked="" type="checkbox"/>
A. MARKED	YES	NO													
B. AVIATION RED OBSTRUCTION LIGHTS		<input checked="" type="checkbox"/>													
C. HIGH INTENSITY WHITE OBSTRUCTION LIGHTS		<input checked="" type="checkbox"/>													
D. DUAL LIGHTING SYSTEM		<input checked="" type="checkbox"/>													
I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.															
8. NAME AND TITLE OF PERSON FILING THIS NOTICE (Type or Print)		9. SIGNATURE (In ink)													
Jeffrey W. Winter Airport Engineer															
		10. DATE OF SIGNATURE	11. TELEPHONE NO. (Precede with area code)												
		3-10-76	(206) 344-7380												
Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of \$500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.															

DO NOT REMOVE CARBONS

Form Approved. O.M.B. No. 004-R0001

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		FOR FAA USE ONLY	
NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION		AERONAUTICAL STUDY NO.	
1. NATURE OF STRUCTURE (Complete both A and B below)		FAA will either return this form or issue a separate acknowledgement.	
A. (Check one) <input type="checkbox"/> NEW CONSTRUCTION <input checked="" type="checkbox"/> ALTERATION		A. The proposed structure: <input type="checkbox"/> Does not require a notice to FAA. <input type="checkbox"/> Would not exceed any obstruction standard of Part 77 and would not be a hazard to air navigation. <input type="checkbox"/> Should be obstruction <input type="checkbox"/> marked <input type="checkbox"/> lighted per FAA Advisory Circular 70/7460-1, Chapter(s) _____ <input type="checkbox"/> Obstruction marking and lighting are not necessary. <input type="checkbox"/> Requires supplemental notice. Use FAA form enclosed.	
B. (Check one) <input checked="" type="checkbox"/> PERMANENT <input type="checkbox"/> TEMPORARY (State length of time) _____ Mos.		B. FCC was <input type="checkbox"/> was not <input type="checkbox"/> advised.	
2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC. PROPOSING THE CONSTRUCTION OR ALTERATION (Number, Street, City, State and Zip Code)		REMARKS:	
TO KING COUNTY INTERNATIONAL AIRPORT P.O. Box 80245 Seattle, Washington 98108			
3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE		ISSUING OFFICE:	
Fire Training Pit - 50' x 100' Concrete lined with gravel wearing surface. (Reconstruction of existing pit)		REVIEWING OFFICER	
		DATE	
4. LOCATION OF STRUCTURE			
A. COORDINATES (To nearest second)		B. NEAREST CITY OR TOWN, AND STATE	
LATITUDE LONGITUDE		Seattle, Washington	
47 32 34 122 18 48		(1) DISTANCE FROM 4B 5 MILES (2) DIRECTION FROM 4B SSE	
C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE		(1) DISTANCE FROM NEAREST POINT OF NEAREST RUNWAY 1050'	
KING COUNTY INTERNATIONAL AIRPORT		(2) DIRECTION FROM AIRPORT --	
D. DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)			
350' West of Runway 13R/31L Centerline at nearest point and 1000' North of Runway 13R end.			
5. HEIGHT AND ELEVATION (Complete A, B and C to the nearest foot)		6. WORK SCHEDULE DATES	
A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL		A. WILL START	
14		4-1-76	
B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (if any) ABOVE GROUND, OR WATER IF SO SITUATED		B. WILL COMPLETE	
1		6-1-76	
C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL (A+B)			
15			
7. OBSTRUCTION MARKED AND/OR LIGHTED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING		YES NO	
A. MARKED			
B. AVIATION RED OBSTRUCTION LIGHTS			
C. HIGH INTENSITY WHITE OBSTRUCTION LIGHTS			
D. DUAL LIGHTING SYSTEM			
I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.			
8. NAME AND TITLE OF PERSON FILING THIS NOTICE (Type or Print)		9. SIGNATURE (In ink)	
Jeffrey W. Winter Airport Engineer			
		10. DATE OF SIGNATURE 3-10-76	
		11. TELEPHONE NO. (Precede with area code) (206) 344-7380	
Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of \$500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.			



EASEMENT

THIS AGREEMENT, made this _____ day of _____, 1976, by and between KING COUNTY, a political subdivision of the State of Washington, hereinafter referred to as the Grantor, and the BOEING COMPANY, a Delaware corporation, hereinafter referred to as the Grantee,

WITNESSETH:

That the said Grantor, for and in consideration of MUTUAL BENEFITS, to be hereinafter derived, does by these presents grant unto the Grantee, a non-exclusive easement, over, through, across and upon the following described property situate in King County, Washington, for the uses and purposes herein described;

PROPERTY DESCRIPTION:

A tract of land in the northeast 1/4 of Section 29, Township 24 North, Range 4 East, Willamette Meridian, described as follows:

Beginning at a concrete monument designated as Monument "A" and having U.S. Coast and Geodetic Survey Coordinate values of x equals 1,635,072.92, y equals 200,642.04; thence North 34°23'28" West 952.96 feet to the TRUE POINT OF BEGINNING; thence North 29°52'38" West running parallel to and 275 feet from the extended centerline of Runway 13R/31L, a distance of 250.00 feet; thence South 60°07'22" West 250.00 feet; thence South 29°52'38" East 200.00 feet; thence North 60°07'22" East 200.00 feet to the TRUE POINT OF BEGINNING; said tract contains an area of 50,000 square feet.

EXCEPT, that portion of said subdivision described as follows:

Beginning at a concrete monument designated as Monument "A" as noted above; thence North 34°29'17" West 952.96 feet; thence South 60°07'22" West 124 feet to the TRUE POINT OF BEGINNING; thence North 35°08'01" West along the Easterly margin of the 30 foot wide strip of land 251.06 feet; thence South 60°07'22" West 30.13 feet; thence South 35°08'01" East 251.06 feet; thence North 60°07'22" East 30.13 feet to the TRUE POINT OF BEGINNING.

Which excepted portion is being reserved by the Grantor for roadway purposes. See attached Exhibit "A" for specific details. Said Grantee shall have the rights of ingress and egress to and from said site over and across other lands owned by the Grantor which surround said site, the exact location of such accessibility shall be the sole province of said Grantor, who further reserves the right to change the location of said rights at any time.

The purpose of this easement is to allow use of the demised area for the sole purpose of maintaining a fire control training area, and making such alterations or constructions deemed necessary for such purposes, the entire expense for which shall be borne by said Grantee.

It is understood and agreed that said portion excepted for roadway purposes shall be kept clear of all constructions and/or obstructions at all times and in the event the Grantor makes any improvements within said excepted area, Grantee agrees to move any items necessary to maintain the clear condition and at its' sole expense.

It is expressly intended also, that designated King County employees shall have the right and privilege to participate in, concurrently with, any and all training exercises which shall be conducted on said premises by the Grantee.

The easement rights herein granted shall continue for a period of ten years from the date of execution, EXCEPT, that the Grantor reserves the right to extinguish said easement rights upon 180 days prior notice being given, and in that event, said Grantee shall relinquish all such rights and shall restore said area to it's original condition, insofar as possible.

Said Grantee shall hold harmless the Grantor from and against any claim or claims for damage to persons or property resulting from or arising out of any act or acts of the Grantee hereunder.

The easement rights being herein granted shall not be transferred or assigned by said Grantee.

IN WITNESS WHEREOF, this instrument has been executed by the Grantor as of the day and year first above written.

KING COUNTY, WASHINGTON

JOHN D. SPELLMAN, County Executive

STATE OF WASHINGTON)
COUNTY OF KING) ss

On this day personally appeared before me _____, to me known to be the _____ County Executive of King County, Washington, the person who signed the above and foregoing instrument for King County for the uses and purposes therein stated and acknowledged to me that he signed the same as the free and voluntary act and deed of King County and that he was authorized to so sign.

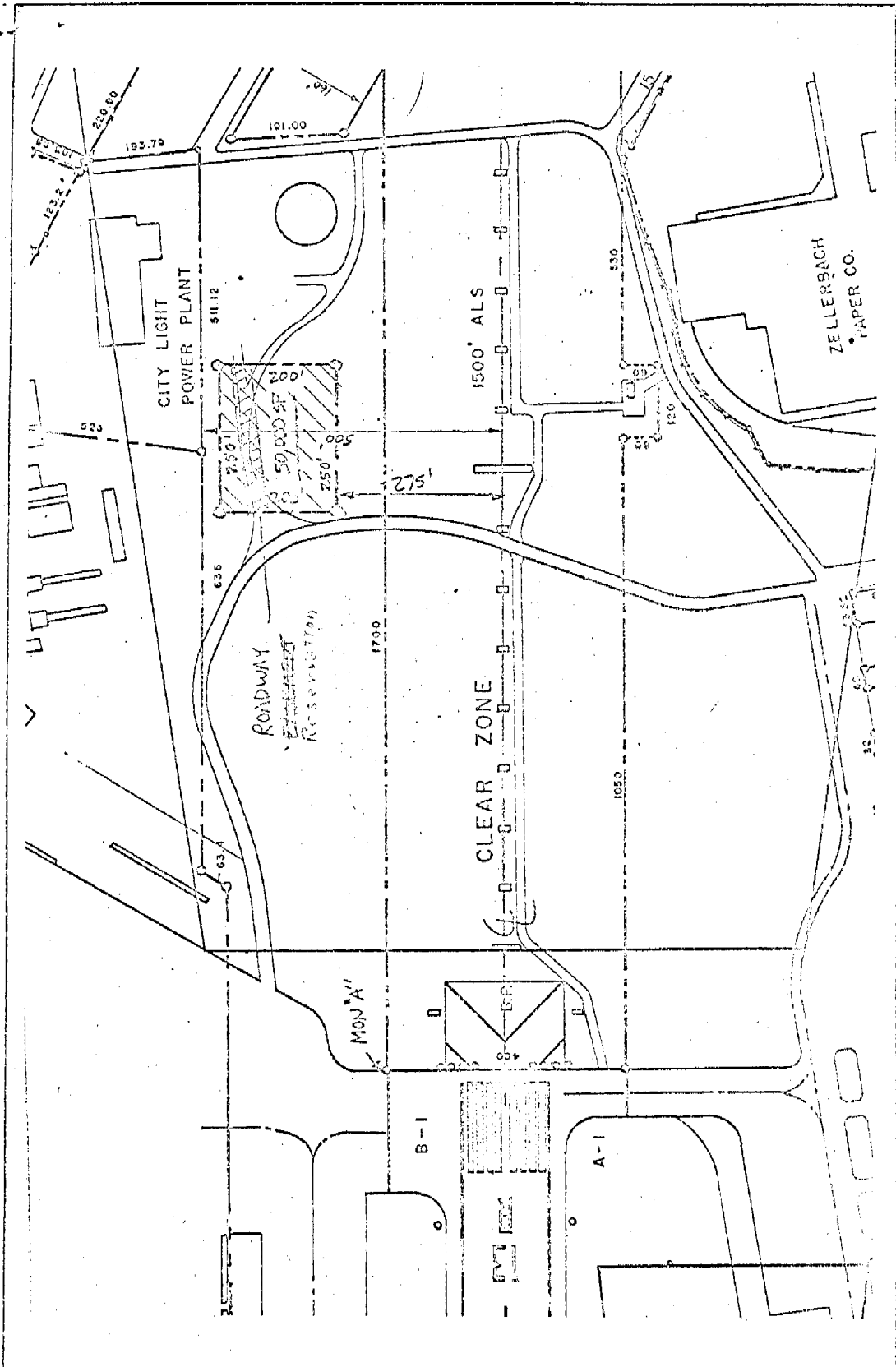
GIVEN under my hand and official seal this _____ day of _____, 19____.

NOTARY PUBLIC in and for the State of
Washington, residing at _____.

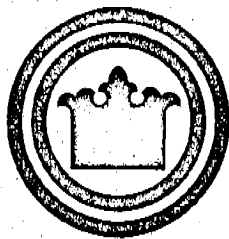
APPROVED AS TO FORM & LEGALITY:

BY J. Richard Purik
Deputy Prosecuting Attorney

DATE March 3, 1976



KING COUNTY INTERNATIONAL AIRPORT		
PLACE NORTH CLEAR ZONE		
TENANT FIRE TRAINING PIT		
DATE 1-15-76	SCALE 1" = 200'	EXHIBIT "A"



King County

State of Washington

John D. Spellman, *County Executive*

Department of Public Works

Jean L. DeSpain, *Director*

King County International Airport

Donald W. Smith, *Airport Manager*

P.O. Box 80245, Seattle, Washington 98108

(206) 344-7380

March 11, 1976

Mr. Robert O. Brown, Chief
Airports Branch
Federal Aviation Administration
9010 E. Marginal Way South
Seattle, Washington 98108

Subj: Fire Training Pit

Dear Mr. Brown:

The Boeing Company intends to make substantial improvements to the existing fire training pit located in the North Clear Zone of Boeing Field/King County International Airport. The proposal includes construction of a reinforced concrete pit lining with gravel surface courses, installation of an oil separator and storm drainage line, and relocation of an existing fire hydrant. A copy of the plan is enclosed for your review.

In order to construct this facility, The Boeing Company has asked for an easement from King County (enclosed is a copy of the easement). Note that we have excluded the area of the existing gravel service road right-of-way wherein the Airport's permanent perimeter road will ultimately be constructed.

The new facility shall be available for use by our Airport CFR personnel for training and The Boeing Company would be responsible for maintenance. In the event of cancellation of the easement, King County would have the option to request that the area be restored to its original condition.

The facility is located in our North Clear Zone, but no other suitable site is available on the Airport. We believe that the facility as planned is needed on the Airport and King County supports The Boeing Company's proposal.

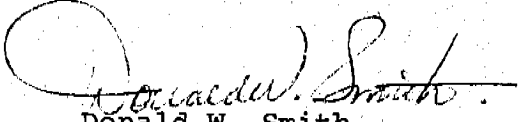
Mr. Robert O. Brown
Seattle, Washington
March 11, 1976

Therefore, it is requested that the FAA review the proposal and submit any comments or questions to us. Also enclosed is FAA Form 7460-1 (Notice of Proposed Construction or Alteration) pursuant to this proposal.

Should further information be required, it will be furnished immediately upon request.

Very truly yours,

KING COUNTY INTERNATIONAL AIRPORT



Donald W. Smith
Airport Manager

DWS/JW ft
encls

cc: Mr. Leo Buchburger, Plant Engineer
The Boeing Company
M/S 26-15
P. O. Box 3707
Seattle, Washington 98124

Mr. Harry L. Blangy
Manager - Real Property
The Boeing Company
M/S 10-13, Orgn. 1-1101
P. O. Box 3707
Seattle, Washington 98124

April 19, 1976

Mr. Harry Blangy
Manager - Real Property
The Boeing Company
MS 10-13, Org. 1-1101
P. O. Box 3707
Seattle, Washington 98124

Dear Harry:

Attached is the original and two copies of the Easement relating to the proposed fire training pit at the North end of Boeing Field.

Please execute and return the original and one copy to this office.

The County has obtained approval from the FAA for this structure pursuant to some minor modifications already related to your people by our Airport Engineer.

Should you have any questions, please call me.

Very truly yours,

KING COUNTY INTERNATIONAL AIRPORT

Donald W. Smith
Airport Manager

DWS/ft
encs

*ok Jeff?
will be mailing
it today.
7.*

KING COUNTY REAL PROPERTY DIVISION

MEMORANDUM

RECEIVED
King County
APR 19 1976
International
Airport

Our File No.6-2-26

DATE: April 15, 1976

TO: King County International Airport/Boeing Field

FROM: Real Property Division *EE*
Bill Espey

SUBJECT: Airport - Easement to Boeing Company for Fire Training Pit

Attached are original and two (2) copies of subject instruments for your file and the Boeing Company.

We desire to have one (1) copy returned to this office, as soon as the Boeing Company's signature is affixed.

WFE/adc

SEA427493

EASEMENT

King County
APR 19 1976

International

THIS AGREEMENT, made this 14th day of April, 1976, by and between KING COUNTY, a political subdivision of the State of Washington, hereinafter referred to as the Grantor, and the BOEING COMPANY, a Delaware corporation, hereinafter referred to as the Grantee,

WITNESSETH:

That the said Grantor, for and in consideration of MUTUAL BENEFITS, to be hereinafter derived, does by these presents grant unto the Grantee, a non-exclusive easement, over, through, across and upon the following described property situate in King County, Washington, for the uses and purposes herein described;

PROPERTY DESCRIPTION:

A tract of land in the northeast 1/4 of Section 29, Township 24 North, Range 4 East, Willamette Meridian, described as follows:

Beginning at a concrete monument designated as Monument "A" and having U.S. Coast and Geodetic Survey Coordinate values of x equals 1,635,072.92, y equals 200,642.04; thence North 34°23'28" West 952.96 feet to the TRUE POINT OF BEGINNING; thence North 29°52'38" West running parallel to and 275 feet from the extended centerline of Runway 13R/31L, a distance of 250.00 feet; thence South 60°07'22" West 250.00 feet; thence South 29°52'38" East 200.00 feet; thence North 60°07'22" East 200.00 feet to the TRUE POINT OF BEGINNING; said tract contains an area of 50,000 square feet.

EXCEPT, that portion of said subdivision described as follows:

Beginning at a concrete monument designated as Monument "A" as noted above; thence North 34°29'17" West 952.96 feet; thence South 60°07'22" West 124 feet to the TRUE POINT OF BEGINNING; thence North 35°08'01" West along the Easterly margin of the 30 foot wide strip of land 251.06 feet; thence South 60°07'22" West 30.13 feet; thence South 35°08'01" East 251.06 feet; thence North 60°07'22" East 30.13 feet to the TRUE POINT OF BEGINNING.

Which excepted portion is being reserved by the Grantor for roadway purposes. See attached Exhibit "A" for specific details. Said Grantee shall have the rights of ingress and egress to and from said site over and across other lands owned by the Grantor which surround said site, the exact location of such accessibility shall be the sole province of said Grantor, who further reserves the right to change the location of said rights at any time.

The purpose of this easement is to allow use of the demised area for the sole purpose of maintaining a fire control training area, and making such alterations or constructions deemed necessary for such purposes, the entire expense for which shall be borne by said Grantee.

It is understood and agreed that said portion excepted for roadway purposes shall be kept clear of all constructions and/or obstructions at all times and in the event the Grantor makes any improvements within said excepted area, Grantee agrees to move any items necessary to maintain the clear condition and at its' sole expense.

It is expressly intended also, that designated King County employees shall have the right and privilege to participate in, concurrently with, any and all training exercises which shall be conducted on said premises by the Grantee.

ROUTE
DS _____
JT _____
J# _____
TC _____

File _____

The easement rights herein granted shall continue for a period of ten years from the date of execution, EXCEPT, that the Grantor reserves the right to extinguish said easement rights upon 180 days prior notice being given, and in that event, said Grantee shall relinquish all such rights and shall restore said area to it's original condition, insofar as possible.

Said Grantee shall hold harmless the Grantor from and against any claim or claims for damage to persons or property resulting from or arising out of any act or acts of the Grantee hereunder.

The easement rights being herein granted shall not be transferred or assigned by said Grantee.

IN WITNESS WHEREOF, this instrument has been executed by the Grantor as of the day and year first above written.


KING COUNTY, WASHINGTON


JOHN D. SPELLMAN, County Executive

STATE OF WASHINGTON)
COUNTY OF KING) ss

On this day personally appeared before me Robert W. Bratton, to me known to be the Deputy County Executive of King County, Washington, the person who signed the above and foregoing instrument for King County for the uses and purposes therein stated and acknowledged to me that he signed the same as the free and voluntary act and deed of King County and that he was authorized to so sign.

GIVEN under my hand and official seal this 14th day of April, 19 76.


NOTARY PUBLIC in and for the State of Washington, residing at Carnation, Wn.

APPROVED AS TO FORM & LEGALITY:

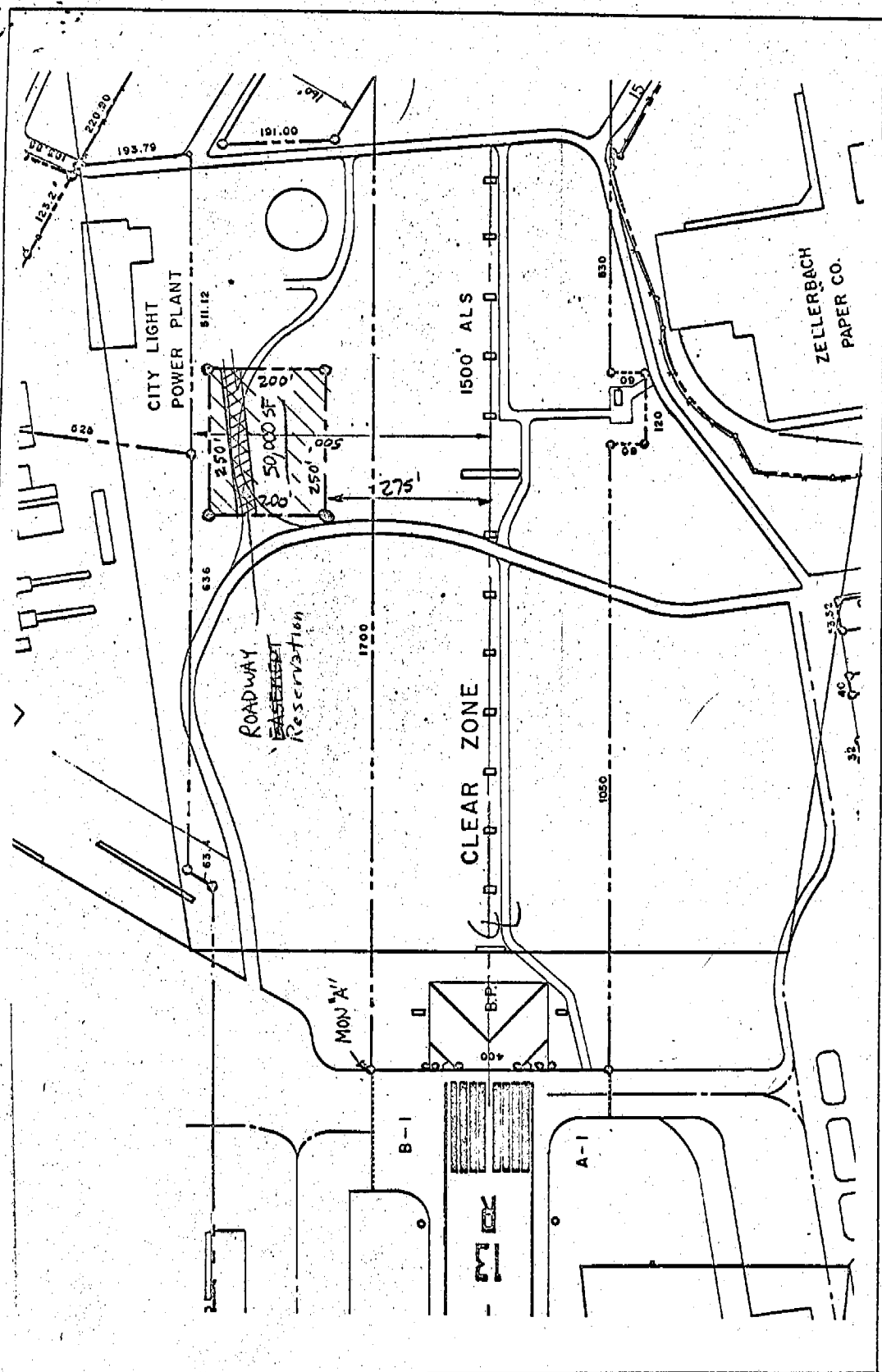
BY 
Deputy Prosecuting Attorney

DATE March 6, 1976

APPROVED AND ACCEPTED ON BEHALF OF THE BOEING COMPANY

BY: _____

DATE: _____



KING COUNTY INTERNATIONAL AIRPORT		
PLACE NORTH CLEAR ZONE		
TENANT FIRE TRAINING PIT		
DATE 1-16-76	SCALE 1" = 200'	EXHIBIT "A"

EASEMENT

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WITNESSETH:

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The purpose of this easement is to allow use of the demised area for the sole purpose of maintaining a fire control training area, and making such alterations or constructions deemed necessary for such purposes, the entire expense for which shall be borne by said Grantee.

It is understood and agreed that said portion excepted for roadway purposes shall be kept clear of all constructions and/or obstructions at all times and in the event the Grantor makes any improvements within said excepted area, Grantee agrees to move any items necessary to maintain the clear condition and at its' sole expense.

It is expressly intended also, that designated King County employees shall have the right and privilege to participate in, concurrently with, any and all training exercises which shall be conducted on said premises by the Grantee.

The Grantor specifically retains the right to extinguish this easement and said Grantee shall, upon 90 days prior written notice being given, relinquish all such rights being herein granted and shall restore said area to it's original condition, insofar as possible.

Said Grantee shall hold harmless the Grantor from and against any claim or claims for damage to persons or property resulting from or arising out of any act or acts of the Grantee hereunder.

The easement rights being herein granted shall not be transferred or assigned by said Grantee.

IN WITNESS WHEREOF, this instrument has been executed by the Grantor as of the day and year first above written.

KING COUNTY, WASHINGTON

JOHN D. SPELLMAN, County Executive

STATE OF WASHINGTON)
COUNTY OF KING) ss

On this day personally appeared before me _____, to me known to be the _____ County Executive of King County, Washington, the person who signed the above and foregoing instrument for King County for the uses and purposes therein stated and acknowledged to me that he signed the same as the free and voluntary act and deed of King County and that he was authorized to so sign.

GIVEN under my hand and official seal this _____ day of _____, 19____.

NOTARY PUBLIC in and for the State of
Washington, residing at _____.

APPROVED AS TO FORM & LEGALITY:

BY _____
Deputy Prosecuting Attorney

DATE _____

ACTION MEMO

DATE
ACTION
REQUIRED

FOLLOW-UP
ACTION
MEMO
DATE:

TO

- ☐ PLEASE RETURN ATTACHED
- ☐ PER YOUR REQUEST
- ☐ PER OUR CONVERSATION

- ☐ FOR YOUR COMMENT
- ☐ FOR YOUR APPROVAL
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SUBJECT:

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Blas

BOEING COMMERCIAL AIRPLANE COMPANY

SEATTLE, WASHINGTON

NORTH BOEING FIELD

FACILITIES ORGANIZATION NO. R-6400

TECHNICAL SPECIFICATIONS

FIRE TRAINING FACILITY UPGRADE

FACILITIES JOB NUMBER 512596

PREPARED BY: M. E. SPANN

DATE: JUNE 24, 1976

Table of Contents

Division 1	-	General Requirements
Division 2	-	Site Work
Division 3	-	Concrete
Division 4	-	Masonry - Not Applicable
Division 5	-	Metals - Not Applicable
Division 6	-	Wood and Plastics - Not Applicable
Division 7	-	Thermal & Moisture Protection - Not Applicable
Division 8	-	Doors and Windows - Not Applicable
Division 9	-	Finishes - Not Applicable
Division 10	-	Specialties - Not Applicable
Division 11	-	Equipment - Not Applicable
Division 12	-	Furnishings - Not Applicable
Division 13	-	Special Construction - Not Applicable
Division 14	-	Conveying Systems - Not Applicable
Division 15	-	Mechanical
Division 16	-	Electrical - Not Applicable

Division I - General Requirements

Pages 1 - 2

01010	Summary of Work
01080	Codes and Regulations
01300	Shop Drawings
01500	Temporary Facilities
01531	Fences
01710	Cleaning
01711	Storage Area

Division 1 - General Requirements

01010 Summary of Work

The work to be performed under this contract consists of furnishing all materials, equipment, labor, transportation and other work or items incidental thereto (excepting any materials, equipment, utilities or service, if any, specified herein to be furnished by the Owner or others) and performing all work as required by the contract, in accordance with the plans and specifications, as summarized below:

1. Install Fire Drill Area with diked reinforced concrete pit, drain sump, ramp and gravel surfacing.
2. Provide and install precast concrete oil separator.
3. Install 42 LF of 3" galvanized steel drain pipe between sump and oil separator and approximately 220 LF of 4" concrete drain pipe from oil separator to storm sewer.
4. Relocate fire hydrant and extend 6" water pipe as required.
5. Install (4) each fuel supply stand-pipes and approximately 170 LF of 1-1/2" fuel line from existing fuel supply system.
6. Remove existing Fire Drill Area including drain sump, ground level tank(s), (2) each oil separators, all fire drill apparatus and abandoned piping. Excavate and backfill as required.

01080 Codes and Regulations

All work shall be performed within the confines of the following codes and regulatory agencies.

1. Uniform Building Code
2. Uniform Plumbing Code
3. Washington State Industrial Safety and Health Act
4. Occupational Safety and Health Act

Division 1 - General Requirements (continued)

01300 Shop Drawings

1. The Contractor shall submit for the approval of the Engineer, a bar list bending schedule for the concrete pit reinforcing steel made from the contract plans. Bending details shall be in accordance with current A.C.I. detailing practice. No reinforcement shall be placed prior to the approval of the bar bending Schedule.
2. The Contractor shall submit to the Engineer for approval, precast oil separator tank shop detail plans made from the contract plans. Installation of tank will not be permitted prior to the Engineer's final approval of the shop drawings.

01500 Temporary Facilities

1. The Contractor shall clearly mark and barricade all areas of new work to comply with all Codes and Safety Regulations.
2. The Contractor shall provide all toilets and sanitation facilities required by Codes and Health Regulations.
3. The Contractor shall provide his own security for equipment and materials stored at the job site.
4. All temporary facilities shall be removed at the completion of the job.

01531 Fences

Temporary removal of fencing may be required for new drain line installation. Upon completion of the work, the fencing will be replaced in kind.

01710 Cleaning

The Contractor shall be responsible for daily removal of unsuitable excavation material, paving and debris and for general cleanliness and good housekeeping in performance of his work. All debris shall be removed from the site by the Contractor and disposed of in a legal manner.

01711 Storage Area

Contractor work and storage area shall be as directed by the engineer.

Division 2 - Site Work Pages 1 - 3

02220 Excavating and Backfilling

02400 Shoring

02530 Dewatering

02600 Surfacing

Division 2 - Site Work

02220 Excavating and Backfilling - General

Work under this section shall consist of furnishing all materials, equipment, and labor for excavating, trenching and backfilling.

1. Excavation - The Contractor shall do all excavation of whatever substances encountered to depth shown on drawings. Excavated materials not required for fill or backfill shall be removed from site as directed by the Engineer and disposed of by the Contractor.

Excavation for concrete pit, drain sump, ramp and oil separator shall have 12" minimum and 24" maximum clearance on all sides.

Excavation shall not be carried below the required level.

Excess excavation below required level shall be backfilled at the Contractor's expense with earth, sand, gravel or concrete, as directed by the Engineer and thoroughly tamped.

Ground adjacent to all excavations shall be braded to prevent water running in.

2. Trench Excavation - Banks of pipe trenches shall be vertical. Width of trench shall be 6" minimum, 24" maximum on each side of the pipe. The bottom of trench for concrete drain pipe shall be rounded so that an arc of the circumference equal to 0.6 of the outside diameter of the pipe rests on undisturbed soil, or on a concrete cradle.

Material such as peat or other soft material shall be reported to the Engineer.

Tests for workmanship on pipe lines shall be conducted in accordance with the applicable specification before backfilling.

3. Backfilling - After pipes have been tested and approved, backfilling shall be done with approved material free from large clods or stones.

Trenches - Backfill material shall be placed evenly and carefully around and over pipe in 6" maximum layers. Each layer shall be thoroughly and carefully rammed until 1' of cover exists over pipe.

The remainder of backfill material shall be placed, moistened and compacted.

Water settling will not be permitted in clay soils. It may be required at the option of the Engineer in sandy soils.

Trench Under Roadway - Material shall be placed in 12" maximum layers after filling 1' above pipe as previously described. Each layer shall be compacted to density equal to that of adjacent original material.

Division 2 - Site Work (continued)

Concrete pit, sump, ramp and oil separator tank shall be placed on a compacted 3" minimum level bed of 1-1/2" minus size crushed rock. After installation of these concrete structures, all forms, trash and debris shall be removed and cleared away. Approved backfill material may be from excavation or borrow; it shall be free from rock, lumber or debris. Backfill material shall be placed symmetrically on all sides in 12" maximum layers. Each layer shall be moistened and compacted with mechanical or hand tampers.

In roadway, each layer shall be compacted to density equal to that of adjacent original material so that road may be resurfaced immediately.

Pipes projecting into concrete fill section - foundation support shall be as shown on the drawings. Where pipe is not structurally supported, unstable material shall be removed. A pipe bed and embankment, if required, shall be constructed of selected material and compacted. Selected material shall be placed symmetrically on each side of pipe in 6" maximum layers. Compact to 95% of maximum density as determined by ASTM D 698. Layers shall be placed and compacted until a berm is formed at least one pipe diameter on each side of pipe and 12" minimum fill over pipe.

02400 Shoring

Unless otherwise provided in the special provisions, the Contractor shall provide all cribbing and sheeting needed to protect the work, existing property, utilities, etc. and to provide safe working conditions in excavation. Such cribbing and sheeting shall be according to the Contractor's design which shall comply with applicable local and state safety codes.

Removal of any cribbing and sheeting from the excavation shall be accomplished in such a manner as to fulfill the above requirements.

Damages resulting from improper cribbing or from failure to crib shall be the sole responsibility of the Contractor. Cribbing will not be a pay item and the cost thereof shall be included in the contract price.

02530 Dewatering

Excavations shall be kept free from water during construction pipe laying and jointing by such method as the Contractor may elect, provided the method is acceptable to the Engineer. The Contractor shall be responsible for damages of any nature resulting from the dewatering operations, notwithstanding tacit approval of the method by the Engineer.

Dewatering of the excavation shall be considered as incidental to the construction and all costs thereof shall be included in various unit contract prices in the proposal, unless otherwise provided in the special provisions.

Division 2 - Site Work (continued)

02600 Surfacing

This work shall consist of fire pit fill, dike and ramp surfacing and road repair; the performance of which shall be in accordance with the requirements outlined hereinafter and as shown on drawing.

1. Materials - 5/8" minum size crushed rock shall be used for fill inside concrete pit and for dike and ramp surfacing. Road shall be repaired with gravel matching existing road surface.
2. Installation - Pit area and inside bank of dike shall be loose fill. Outside bank and top surface of dike and ramp shall be compacted and tamped to road surface quality for stability. Depth of crushed rock surfaces are shown on drawing.

Trenching across roadway and surface repair shall be scheduled to accommodate the demands of traffic and shall be performed as rapidly as possible to provide maximum safety and convenience to normal road travel.

The placing and compaction of the trench backfill and preparation and compaction of the subgrade shall be in accordance with the requirements of the various applicable sections of these specifications.

Division 3 - Concrete Pages 1 - 2

03200 Reinforcing Steel

03300 Cast in Place Concrete

03400 Precast Concrete

Division 3 - Concrete

03200 Reinforcing Steel

Reinforcing steel shall be Grade 40 deformed bars and shall conform to the requirements of ASTM A615.

Steel reinforcement shall be accurately placed and adequately secured in position. Details of reinforcement shall conform to the requirements of ACI315, and ACI318, latest editions.

03300 Cast in Place Concrete

Materials - All concrete construction shall be with Type III Portland cement, conforming to ASTM C33, and maximum aggregate size shall not exceed 1-1/2". Concrete shall develop a compressive strength $f = 3000$ psi within 7 days. Slump tests shall conform to ASTM C143 and the slump shall not exceed three inches.

Admixtures - Add Pozzoloth Type 100N, or equal, conforming to ASTM C402 and in accordance with manufacturer's instructions. Use 4 ounces per 100 pounds of cement. Other admixtures may be used upon securing approval of the Engineer.

Ready-mixed concrete shall be mixed delivered and placed in accordance with the requirements set forth in ASTM C94 and shall conform to ACI318.

Concrete shall be steel trowl finished on fire drill pit slab and ramp.

Mixing - The mix shall be kept as dry as possible to work.

Sand and stone shall be measured in gated hoppers.

A standard type of batch mixer shall be used.

Air-slaked cement or cement which is lumpy, whatever the cause, shall not be used.

The mixing time shall be not less than 1-1/2 min.

Placing of Concrete - Forms shall be clean. Concrete shall be deposited in forms without segregation.

Approved mechanical vibrators shall be used.

Division 3 - Concrete (continued)

03400 Precast Concrete

The oil separator tank shall have the capacity and dimensional configuration shown on the drawing. Tank Construction shall be equivalent to Renton Concrete Products, Part No. 64872-S as follows:

1. Concrete shall be minimum 28 day compressive strength $f = 4000$ psi and designed in accordance with No. 52563 "Minimum" requirements for thin section precast concrete construction.
2. Reinforcing steel shall be deformed bars in accordance with ASTM A615, Grade 40 and welded wire fabric in accordance with ASTM A82-66 and A155-69.
3. All fabricated steel items, except reinforcing and including access and inspection covers, flow baffles and sludge retainer weir, shall be hot dip galvanized after fabrication conforming to ASTM A384, A335, A386 and A123.
4. Design loads shall conform to AASHTO-H-20.

15010	General
15011	Intent of Drawings
15012	Existing Utility Lanes
15013	Damage by Leaks
15016	Submittals
15023	Codes and Standards
15042	Tests
15050	Basic Materials
15052	Permits
15060	Pipe and Fittings
15062	Valves and Accessories
15070	Final Inspection

Division 15 - Mechanical

15010 General Scope

Work under this section consists of furnishing and installing: 42 LF of 3" galvanized steel drain pipe, approximately 220 LF of 4" concrete drain pipe, approximately 170 LF of 1-1/2" fuel supply pipe and (4) each fuel discharge stand-pipes; relocation of an existing fire hydrant and extension of 6" water pipe as shown on drawing.

15011 Intent of Drawing

For purposes of clarity and legibility, the drawing is essentially diagrammatic and although size and location of piping are drawn to scale wherever possible, contractor shall make use of all data in all of the contract documents and shall verify this information at work site.

The drawing indicates required size and points of termination of pipes and suggests proper routes to avoid obstructions and preserve clearances. However, it is not intended that the drawing indicates all necessary offsets, and it shall be the work of the contractor to make the installation in such a manner as to avoid obstructions and to provide a neat workmanlike installation.

The contractor shall fully inform himself regarding any and all peculiarities and limitations of the spaces available for the installation of all work and materials furnished and installed under the contract.

The contractor shall carefully examine all existing conditions, piping and premises and compare the drawing with the existing conditions.

The contractor shall study the drawing and specifications to determine any conflict with ordinances and statutes. Any errors or omissions shall be reported and any changes shall be shown on as-built drawings. The additional work shall be performed at no additional cost to the owner.

Submittal of bid shall indicate the contractor has examined the site and the drawing and has included all required allowances in his bid. No allowance shall be made for any error resulting from contractor's failure to visit job sites and to review drawings. Bid shall include all costs for work required on the drawing and changes as outlined.

Materials shown on the drawing and not called for in the specifications, and vice versa, shall be provided the same as if called for in both. In case of conflicts between the drawing and specifications, the specifications shall govern.

Division 15 - Mechanical (continued)

15012 Existing Utility Lines

The drawings indicate known utility and drainage lines existing on the site. Responsibility for locating, uncovering, disposing of or maintaining all existing utility lines shall rest solely with the contractor, who shall plan and conduct his operations in such a manner as to insure safe conditions for the entire construction period. All utility services shall be maintained in operation at all times unless scheduled with the Engineer 24 hours in advance.

Any minor adjustment in location or alignment of new work, to avoid or to connect to existing utilities, shall be performed without additional cost to Boeing.

15013 Damage by Leaks

The contractor shall be responsible for damages to the grounds, roads, buildings, piping systems, electrical systems and their equipment and contents, caused by leaks in the piping systems being installed or having been installed herein. He shall repair at his expense all damage so caused. All repair work shall be done as directed by the Engineer, in a timely manner.

15016 Submittals

All items of material required for submittal shall be submitted to the Engineer per Division 1 for review and approval within 30 days after contract award.

All materials shall be submitted by manufacturer, trade name and model number. The submittal shall include copies of applicable brochure or catalog material for all items. The contractor shall not assume that applicable catalogs are available in the Engineer's office. Each sheet of printed submittal material shall be clearly marked (using arrows, underlining or circling) to show the particular sizes, types, model numbers and options actually being proposed. Non-applicable material shall be crossed out. All specified features must be specifically noted on the submittal.

Submittals required include but are not necessarily limited to the following:

1. Prefabricated Oil Separator Tank
2. Piping Materials.

Division 15 - Mechanical (continued)

15023 Codes and Standards

All work performed under this contract shall be in accordance with all applicable codes, ordinances and standards published by listed organizations. These are minimum requirements and include but are not necessarily limited to the following:

Part I - Codes

Uniform Building Code

Uniform Plumbing Code

Part II - Standards

ASTM American Society for Testing Materials

(1) A-53 Specification for Welded and Seamless Pipe

(2) C-14 Specification for Unreinforced Concrete Sewer Pipe

NFPA National Fire Protection Association

(1) Volume 2, No. 24 Standard for Outside Protection - 1973

15042 Tests

The contractor shall provide all apparatus, temporary piping or other equipment as required to perform acceptance tests.

The contractor shall take all due precautions to prevent damage to any owners property during such tests and will repair said damage at no additional costs to the owner.

All work shall be completely installed and tested as required by this section and per applicable ordinances and shall be leak-tight before inspection is requested.

Any leaks, defects or deficiencies discovered as a result of the tests shall be immediately repaired.

All tests shall be repeated upon request to the satisfaction of those making the inspection.

Fuel piping shall be tested at 150 psi hydrostatic for a period of one hour. Pressure shall not vary more than (1) psi with the pressure source physically disconnected during the test.

Water piping shall be tested at 200 psi hydrostatic for a period for two hours in accordance with NFPA, Vol. 2, Standard No. 24, Chapter 9.

Drain piping shall be leak tested in accordance with the uniform plumbing code, Section 318.

Division 15 - Mechanical (continued)

15050 Basic Materials

All materials and devices installed shall be new, full weight and of the best quality.

The Contractor is responsible for the safety and good condition of the materials installed until final acceptance of the project. All materials shall be stored to prevent damage or weathering prior to installation.

15052 Permits

All permits as required for the work to be done under this contract shall be obtained by the Contractor.

15060 Pipe and Pipe Fittings

All 3" size drain piping shall be schedule 40 galvanized steel, ASTM A-53 with 150# malleable iron screwed fittings.

All 4" size drain piping shall be unreinforced concrete sewer pipe and fittings, ASTM C-14 with rubber gasket (O-Ring) type joints, Renton Concrete Products or equal.

All fuel piping shall be schedule 40 black seamless steel, ASTM A-53, with 150# malleable iron fittings.

All 6" water piping shall be cast iron of type and class to match existing and shall conform to NFPA, Vol. 2, Standard No. 24, Chapter 8.

Pipe shall be accurately cut to measurements established at the site and shall be worked into place without springing or forcing, properly clearing all obstructions. Changes in direction shall be made with proper fittings. Connections to branch lines shall be by fittings. Mitering of pipe to form elbows, notching straight runs to form tees, or any similar construction shall be permitted.

The piping shall be completely installed before testing and the test shall be acceptable to the Engineer before covering of buried pipe.

Division 15 - Mechanical (Continued)

15.00 Final Inspection

The Contractor shall notify the Engineer when final inspection is to be performed. In the event defects or deficiencies are found during this final inspection, the defects or deficiencies shall be corrected by the Contractor at no additional expense to the Boeing Commercial Airplane Company.